



## GREENSBORO URBAN AREA

### Transportation Advisory Committee

#### TRANSPORTATION ADVISORY COMMITTEE

**Minutes of August 10, 2000**  
**10:00 a.m. Greensboro, NC**

#### TAC MEMBERS PRESENT

Sandy Carmany	TAC Chair, City Council
Mayor Keith Holliday	City Council
Doug Galyon	NCDOT, Board of Transportation
Chairman Bob Landreth	Board of County Commissioners
Don Vaughan	City Council

#### OTHERS PRESENT

Jim Westmoreland	TCC Chair / GDOT	Paul Muschick	News & Record
Mul Wyman	Guilford County	Richard Atkins	Neel-Schaffer
Mike Mills	NCDOT Division 7	Tom Stapleton	City of Greensboro
Scott Walston	NCDOT Statewide Planning	Mark A. Hamilton	Sherwin-Williams
Lynise DeVance	FHWA	Eddie Dancausse	FHWA
Vida Covington	GTA	Travis Marshall	NCDOT Statewide Planning
Ken King	GDOT	Kelly Becker	NCDOT Area Traffic
Tyler Meyer	GDOT	Craig McKinney	GDOT
Gwenda Priest	City Attorney's Office	Veronica Dunlap	GDOT
Scott Rhine	NCDOT Public Transit		

#### ACTION ITEMS

##### **Approval of May 18, 2000 Minutes**

The minutes of May 18, 2000 were approved following a motion by Don Vaughan and a second by Chairman Landreth.

##### **Release MTIP Amendment for Public Review**

Tyler Meyer presented the proposed action. The public review period will include advertisements in the News & Record, the Carolina Peacemaker, Channel 13, and the GDOT website. The amendments will be displayed for a 30 day period at: *all Greensboro Public Libraries, UNC-G Library, NCA&TSU Library / Student Union, Greensboro City Clerk's Office, Guilford County Commissioners Office, NCDOT Division 7 Office, GDOT Office, and the GDOT website.* The amendments will (1) accelerate (U-2524 AB) Greensboro Western Urban Loop

right of way acquisition from I-85 to High Point Road from post-2006 to FFY 2001 and (2) reschedule Section 5307 transit funds for routine capital items from FY 2000 to FY 2001. Additional air quality analysis is not needed for these amendments. Mayor Holliday moved to release the amendments, Don Vaughan seconded, and the motion carried.

#### **Metropolitan Area Boundary Adjustment**

Tyler Meyer presented the proposed action to adjust the metropolitan area boundary. The adjustment will match the MAB to current annexation agreements between Greensboro and High Point and Greensboro and Jamestown. An annexation agreement line denotes the sphere of interest of the community's land use planning efforts, while the metropolitan boundary contains the MPO planning area. Matching the two will facilitate effective thoroughfare planning and project implementation in areas that currently fall in both High Point's annexation area and the Greensboro metropolitan area. This includes the critical Sandy Ridge Road area south of I-40. Several TAC members observed the close connections between the communities. The adjustment will take effect after TAC approval and similar approvals by the High Point Urban Area TAC and the Secretary of Transportation. Don Vaughan moved to adjust the metropolitan boundary, Mayor Holliday seconded and the motion carried.

### **BUSINESS ITEMS**

#### **Draft Memorandum of Understanding**

Ken King reviewed the draft Memorandum of Understanding. The MOU is the agreement between the City, the County, and NCDOT to conduct the MPO planning process. The MOU cites applicable legislation, outlines the planning process and products, and establishes the MPO committees and representation. An update to the MOU is proposed to reflect current nomenclature, operating procedures, and representation, and bring closure to a year long series of representation and MOU related discussions at the TAC and TCC levels.

It was noted that with an even number of members a tie vote could occur. The draft MOU includes a potential tie-breaking procedure based on a population-based vote weighting process. Vote weighting is a common practice among NC's eight largest MPOs. Don Vaughan moved to adopt the MOU. Chairman Landreth stated that vote weighting would be unnecessary given the past voting record and a slap at the County. Sandy Carmany asked what other tie-breaking mechanisms are available. Discussion followed. Don Vaughan entered a substitute motion to change the tie breaking mechanism to give the TAC Chair an additional, deciding vote where a tie-vote occurs. Mayor Holliday seconded, and the motion carried. An MOU revision reflecting this action will be considered for approval at the September TAC meeting. Subsequent steps would include approval by the City Council, the Board of County Commissioners, and the NCDOT Secretary.

#### **Connections 2000 Overview**

Jim Westmoreland reviewed "Connections 2000"—the transportation bond package on the City's November 2000 Bond referendum. The City Council has been considering the bond referendum over the last 18 months. A special public hearing August 15<sup>th</sup> will present the proposed package to the public. The proposed package recognizes critical community needs for a balanced transportation system by providing a balanced range of investments including system enhancements, streetscape improvements, operations and maintenance efforts, public

transportation, and sidewalk and bikeway improvements. The Florida Street Extension was cited for the expected economic development and mobility benefits it will bring southeast Greensboro.

The bond package will not require MPO approval. Doug Galyon noted the citizens of Greensboro's support of transportation bonds through the years has been a key part of the success of the city's transportation system into the present time. In addition to directly meeting transportation investment needs these bonds have been key to leveraging NCDOT funded improvements. Discussion included the local funding initiatives of other NC cities, notably those of Charlotte with its ½ cent sales tax for public transit and upcoming bond referendum. Westmoreland noted that the recent passage of the "Municipal Participation Bill" will increase the ability of the City to leverage NCDOT funds, and that the bond will allow many significant transportation needs to be funded in the short term rather than on the 10-15 year time-frame that the state TIP would likely require. If the City Council approves the bonds for the November ballot, staff will produce additional informational materials for use by the Council and the yet-to-be named Committee charged with promoting the bonds.

## **OTHER ITEMS**

### **Town Reports**

No Town representatives were present.

### **Board Member Update**

Doug Galyon stated that the Draft TIP was released on August 4<sup>th</sup>. Public Comments will be accepted into March. The Draft TIP does well in meeting Guilford County needs and moving key projects forward. MPO review and comment are encouraged. Jim Westmoreland stated that staff would bring TAC a summary of changes included in the draft TIP and a recommendation on any projects that might need to be added at the next meeting. The I-40 widening project has been moving slowly. Meetings with the contractor may succeed in speeding things up, particularly on the bridge work. Chairman Landreth asked about the status of a needed curb cut and traffic signal linking Old US 70 with the relocated US 70 in eastern Guilford County. Galyon replied that this need would be met as expeditiously as possible.

### **PART Update**

Sandy Carmany provided PART news. Funding scenarios for proposed regional bus service are under consideration. Alternatives include a vehicle registration tax or a rental car tax. The \$15 million, 5 year program would enable leveraging of Federal transit funds. Janet D'Ignazio recently provided PART an update on the "MPO consolidation" bill. Senator Clodfelter's outreach with the MPOs and PART are much to his credit and produced a significantly improved bill over last year's version. The bill provides for: a "Super MPO" based on a federated MPO structure like PART, voluntary MPO consolidation procedures, and strengthened regional air quality planning mandates with significant additional state funding sanctions for non-compliance.

Doug Galyon added to his update by stating that a recent state action calls for replacing all school bus ahead, school warning, pedestrian warning, bicycle warning, and cross-walk warning signs with new fluorescent yellow-green signage. MPO approval will be needed. It was unclear whether this approval requires an MTIP amendment. In case an MTIP amendment would be

required and it would be practical to do so, TAC authorized staff to include this project in the August 10<sup>th</sup> Draft MTIP amendments for the 30 day public review period following a motion by Don Vaughan and a second by Mayor Holliday.

#### **Staff Informational Items**

Vida Covington reported that GTA's Sunday service will kick-off on October 1<sup>st</sup>. Enhanced late-line service begins October 2<sup>nd</sup>. The Multi-Modal Transportation Center is moving ahead with Norfolk-Southern's agreement to sell needed properties to the City. The project completion date is still targeted for April 2002. Sandy Carmany asked whether a better name will be identified. Jim Westmoreland stated that the current name is effective for project identification purposes but that a better name should be identified to reflect the facility and the community.

#### **Legislative Update: MPO Consolidation Bill**

Ken King provided further review of the "MPO Consolidation" bill. The bill provides for a process of review of metropolitan area boundaries after each census and non-attainment designation. This review may recommend the consolidation of existing MPOs, though a consolidation action is voluntary. Beginning with the 2004-2011 TIP, NCDOT is to abide by the project ranking priorities of consolidated MPOs or Regional Transportation Authorities for most of the state and federal transportation programs subject to the availability of funds. MPOs in areas designated as nonattainment are to develop a single air quality conformity plan with their neighboring MPOs or be subject to state funding sanctions beyond those imposed in an air quality conformity lapse under federal regulations. These include cutting state road construction funds, state matching funds for highway and transit projects, and federal CMAQ funds. PART puts Triad MPOs and local governments in good shape to comply with the air quality planning requirements and to take advantage of the incentives offered in the bill. Senator Clodfelter will address the upcoming MPO Conference on September 13. The PART Board will lunch with the Senator on September 13. TAC attendance at the MPO conference is encouraged.

#### **Airport Area Transportation Study Update**

Ken King provided a status report. An October 2001 completion date is expected. Two subcommittees have been established: (1) Alternatives-- to identify proposed roadway corridor locations; and (2) Land Use-- to review the socioeconomic forecasts assumed by the travel model. This review may have the potential to delay the study schedule somewhat, depending on its findings. The sub-committees' work will be followed by travel modeling by NCDOT Statewide Planning.

The next meeting is scheduled for September 21<sup>st</sup> at 10 a.m. The Meeting adjourned at 11:45 a.m.